SEATTLE

LEGEND

Airports having Control Towers are shown in BLUE; all others in MAGENTA. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All items are not to scale. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runway(s)
- Hard-surface runways 1500 ft. to 8069 ft. in length
- Hard-surface runways greater than 8070 ft. or some multiple runways less than 8069 ft.
- Tower (lit) either hard-surfaced runway 1500 ft. or more in length or helicopter only, VOR, DME, or VOR/TAC located.
- Control Zone (Class C or D) and associated tower (lit) with hard-surface(s). Assumes this to be public or private.

ADDITIONAL AIRPORT INFORMATION

- Military—Others than hard-surfaced, all military airports, seaplane bases, and gliderports are shown in BLUE.
- Abandoned airport
- Heliport (lit)
- Abandoned heliport
- Helicopter landing facility (lit) (Helicopter symbol omitted when shown on airport symbol)
- Glider site
- Ultralight flight park
- Balloon site

Airport symbols are shown where needed around Class B airport symbol. Consult Supplement for details and availability.

OBJECTIONABLE - Airport may adversely affect airspace use.

Flashing airport beacon in operation. Sunset to Sunrise or as a dusk / lighting control. May be nonstop night flights and may not indicate good weather at the airport.

AIRPORT DATA

Blue indicates that airport has a control tower. Magenta indicates that airport does not have a control tower.

AIRPORT NAME ..... 4 DIGIT ID
NAVAID ..... Location identifier
Radio & Beacon ..... (CAT)
Elevation ..... (CAT)
Part-time Tower ..... 1100-2300Z‡
Airport Beacon ..... Hours of operation
Segmented circle ..... Indicator
Lighting ..... Intensity
Runway data ..... Pilot control of lighting
Wind indicator ..... Lighted/unlighted
Operational data ..... Service, ownership, use
Runway length ..... Surface
Runway width ..... Surface treatment
Runway gradient ..... Runway lights

COMMUNICATION BOXES

- CTAF/UNICOM
- GROUND
- TOWER
- ATIS
- CLEARANCE DELIVERY
- APPROACH CONTROL
- DEPARTURE CONTROL

Frequencies in blue indicate primary frequency.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled part (normal) airspace dimensions are shown. See Class B Airspace.

- Class B Airspace
- Class C Airspace (Mode C transponder required)
- Class D Airspace (Some Class D airspace is part-time and may be shown as dashed)
- Class E Airspace with floor 700 feet or more above the surface
- Class E Airspace with floor 1200 feet above the surface (Class E Airspace)
- Class E Airspace with floor 1500 feet or more above the surface
- Class E Airspace with floor 14,500 feet MSL or more above the surface
- Differentiates floors of Class E airspace. See VFR or IFR altitude charts.
- Class G Airspace (uncontrolled airspace) designated as shown above. Class G airspace from the surface to 1200 feet AGL or above is not shown. Class G airspace from the surface to 14,500 feet MSL is not shown.

RADIO AIDS TO NAVIGATION

- VHF OMNI-RANGE (VOR)
- VOR-DME
- DME
- VORTAC
- TACAN (Military, i.e., FDS Guide, Vol. 2)
- NDB
- NDB - DME

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 200 ft. AGL (Above 61 meters AGL)
- Below 200 ft. AGL (Below 61 meters AGL)
- Obstruction
- Antenna Tower
- Group Obstruction
- Wind Turbine Farm
- Power Transmission Line (Shown at charted resolution)
- Overhead Wire
- Height above ground
- Height above ground and elevation above MSL
- Lighted
- Guyed Tower
- Navy Aircraft Arresting Gear

MISCELLANEOUS

- Aeronautical Checkpoint (See Supplement)
- Marine Light
- Space Launch Vehicle Operations
- Rocket Launch Site
- Supply Line (Military)
- VFR/IFR
- MARU (Military)

TOPOGRAPHIC INFORMATION

- Shoreline (Topographic)
- Intermittent Stream
- Canal/Ditch
- Land Area
- Elevation Above Sea Level

Lambert Conformal Conic Projection Standard Parallels 47° 20' and 49° 40'
Horizontal Datum: North American Datum of 1983 World Geodetic System 1984.

CONVERSION OF ELEVATIONS

FEET (Thousands): 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
METERS (Thousands): 0 0.305 0.610 0.914 1.219 1.524 1.829 2.134 2.438 2.743 3.048 3.353 3.658 3.962 4.267 4.572 4.877 5.182 5.486 5.791 6.096

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Supplementary contours 100 feet
HIGHEST TERRAIN elevation is 14410 feet
located at 48° 01' N. / 121° 48' W.
Spot elevation ..... • 4254
Approximate elevation ..... • 3000

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is Class E. Class G airspace may exist below 14,500 feet MSL but above the terrain and certain special use airspace areas.

Features normally used as checkpoints for controlling IFR traffic are emphasized on the sides of charts so they may be readily identified.

Example: ▲ CASES PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ICAO identifier.
Only the airport names and ICAO identifiers are shown.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and publications for information outside U.S. airspace.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

At all aircraft operating in the U.S. ADIZ without a flight, or portion thereof, in Canada, will be required to identify, report position, and be subject to intercept. Pilots should be familiar with ADIZ operating procedures to know and understand their responsibilities if intercepted. Review "ANP" Emergency Procedures and Communications in the Pilot/Controller Glossary. Failure to follow these procedures may result in aircraft and fatal accidents. If you are concerned that you may be intercepted as aircraft and fatal as you approach or enter the area of that aircraft, monitor or pay send attention, contact air traffic control immediately on the local frequency or on 243.0 MHz (121.5 MHz is also monitored by some military ATC facilities). Failure to follow ADIZ signals will be enforced that non-compliance may result in the use of force.

ALL AIRCRAFT OPERATIONS IN MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are depicted on en route charts. MTRs with route numbers beginning with IR are flown under IFR rules. MTRs with route numbers beginning with VR are flown under VFR rules. Only the route centerline, direction of flight along the route, and the route designation are depicted - route widths and altitudes are not shown.

Military training routes in the vicinity of this chart: IR070 Military Training Routes North and South America for current routes.

REPORTING CHART ERRORS

You are requested to inform us of all chart errors and/or suggestions that come to your attention. Please include your name and address. Forms are available on the Internet website at http://faa.gov/airports/ prior to contacting us via toll free number at 1-800-457-6656 (1-800-FAA-AERO) between 0900 and 1700 Eastern Standard Time or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4600, Silver Spring, MD 20910-3281.

For weather camera information visit https://weathercams.faa.gov.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines represent the highest known feature, including terrain and obstructions, within the area shown. The MEF is based on the highest elevation within the quadrangle, including terrain and obstructions (trees, towers, buildings, etc.).

Example: 13,500 feet 135

PLOTTING DIRECT ROUTE ON NORTH/SOUTH-ORIENTED CHARTS

There are approximately two minutes of latitude overlap between the north and south charts. Plot the route on the chart on which it is the longest. Use the LINE 1 and LINE 2 corresponding latitude lines on each chart, and start on each side of the chart at the same latitude.

STEP 1 – Draw a horizontal line (MATCH LINE) connecting the two points where the route crosses the same latitude on each side of the chart (will be the left or right neutral margin of the paper).

STEP 2 – Decide which side of the chart has the most room for plotting the route between the MATCH LINE and the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely off the chart to the left or right of the chart).

STEP 3 – Slide the paper sideways left or right so that a side edge of the paper aligns with the first checkpoint (CP) to be plotted. Mark the CP on the side edge of the paper where it meets that MATCH LINE.

STEP 4 – Without moving the paper, on the same MATCH LINE, mark the point where the route leaves the corner of the paper where it meets the MATCH LINE. Label this point "MATCH LINE 1" or LINE 2.

STEP 5 – Turn the chart over and transfer the end of LINE 1 to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 – Align the edge of the paper with MARK A and with the first true track segment. Mark the next CP on the edge of the paper. Transfer this CP to the chart by holding the tick of the paper extending off of the chart. Pick up the paper and align it with the next segment. (Figure 3)

STEP 7 – Where your plot line crosses the MATCH LINE make a MARK C. Extend that mark to the edge of the chart.

STEP 8 – Turn the chart over and transfer MARK C to that side and extend the true track from MARK B to the destination. (Figure 4)

CAUTION: This chart is primarily designed for visual navigation of aircraft. Pilots are cautioned to evaluate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

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SEATTLE SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

125

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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Item 167, NO. SECXXSEATTLE

26078

CONTROL TOWER FREQUENCIES ON SEATTLE SECTIONAL CHART

Airports with no control tower are indicated on the face of the chart by the letters CTAF instead of tower frequencies. Monitor/use the published frequency for activities such as UNICOM, MULTICOM, FSS, CTAF, ATIS, ASOS, AWOS, or control frequencies are listed.

Tower frequencies are listed in the Air Traffic Service (ATS) frequencies shown on the face of the chart as primary VHF/UHF frequencies; all ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicates Radar Instrument Approach available.

‡ Local time (Z indicates Greenwich Time).
H24 indicates what hours.

CONTROL TOWER	OPERATES	TOWER	GND. CON.	ATIS	AIRPARK
ABERDEEN (ABR)	1300-0500	118.3	121.9	125.65	
ARLINGTON (AWO)	1300-0500	123.9 340.2	121.9	135.05	
BOEING FIELD/KING COUNTY INTL	CONTINUOUS	118.3 (BKF) 134.12(B) 257.8 (BKF) 269.1 (BKF)	121.9	127.75	
CHEHALIS-CENTRALIA (CLS)	1300-0500	118.3	121.9	120.4	
EVERETT/PAINE FIELD (PAE)	1300-0500	120.5 257.8	121.9	125.8	
JEFFERSON COUNTY INTL (0S9)	1300-0500	118.3 (B) 257.8	121.9	119.85	
GRAY AAF (GRF) NOISE SENSITIVE	CONTINUOUS-M-SUN	113.325 124.8	121.9 (M-F)	354.07 (M-F)	
KELSO (KLS)	1300-0500	118.3 124.8	121.9	120.05	
MCCHORD FIELD (TCM)	CONTINUOUS	124.8 (GP) 1	118.75 (STR-GE)	135.825 (STR-)	
MOSES LAKE/GRANT COUNTY INTL (MWH)	1300-0500	118.3 (B) 257.8 (B)	121.9	120.4	
OLYMPIA (OLM)	1300-0500	118.3 124.35	121.9	125.725	
PANGBORN MEMORIAL (EAT)	1300-0500	118.3 257.8	121.9	120.55	
PORT ANGELES (CGC)	0700-2200	118.3 (B) 257.8 (B)	121.9	120.55	
RENTON (RNT)	CONTINUOUS	118.3 (B) 257.8 (B) 340.2 (B) 269.1 (B)	121.9	125.2	
SEATTLE-BOEING FIELD/INTERNATIONAL (SEA)	CONTINUOUS	118.7 (GP) 1	121.9 (M-F) 121.65 (SAT-SUN)	128.45 (M-F) 128.2 (SAT-SUN)	
SKAGIT REGIONAL (BVS)	1300-0500	118.3 257.8	121.9	120.4	
SNOHOMISH COUNTY (PAINE FIELD) (PWT)	1300-0500	118.3 257.8	121.9	135.0	
TACOMA NARROWS (TIW)	CONTINUOUS	118.3 (GP) 1	118.3 (M-F) 121.9 (SAT-SUN)	128.2	
TACOMA INTERNATIONAL (TCM)	CONTINUOUS	118.3 (GP) 1	118.3 (M-F) 121.9 (SAT-SUN)	128.2	
TRI-CITIES (PSC)	1300-0500	118.3 (B) 257.8 (B)	121.9	120.4	
WHIDBEY ISLAND NAS (NUW)	CONTINUOUS	118.3 (GP) 1	118.3 (M-F) 121.9 (SAT-SUN)	128.2	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
SEATTLE CLASS B	118.7 (GP) 1 (GP) 124.35 (GP) 125.1 (GP) 128.45 (GP) 128.2 (GP) 128.4 (GP) 128.6 (GP) 132.4 (GP) 134.3 (GP) 135.1 (GP) 135.8 (GP) 269.1 (GP) 340.2 (GP)	CONTINUOUS
TACOMA INTERNATIONAL/MCCHORD CLASS C	118.75 (M-F) 1 (M-F) 124.8 (M-F) 257.8 (M-F) 269.1 (M-F) 340.2 (M-F)	CONTINUOUS
TUMWATER CLASS C	118.3 (M-F) 1 (M-F) 124.35 (M-F) 257.8 (M-F) 269.1 (M-F) 340.2 (M-F)	CONTINUOUS
WHIDBEY ISLAND CLASS C	118.3 (M-F) 1 (M-F) 257.8 (M-F) 269.1 (M-F) 340.2 (M-F)	CONTINUOUS
EVERETT/PAINE FIELD CLASS C	118.3 (M-F) 1 (M-F) 257.8 (M-F) 269.1 (M-F) 340.2 (M-F)	CONTINUOUS
BOEING FIELD/KING COUNTY INTL CLASS C	118.3 (M-F) 1 (M-F) 257.8 (M-F) 269.1 (M-F) 340.2 (M-F)	CONTINUOUS
PANGBORN MEMORIAL CLASS C	118.3 (M-F) 1 (M-F) 257.8 (M-F) 269.1 (M-F) 340.2 (M-F)	CONTINUOUS
PORT ANGELES CLASS C	118.3 (M-F) 1 (M-F) 257.8 (M-F) 269.1 (M-F) 340.2 (M-F)	CONTINUOUS
TRI-CITIES CLASS C	118.3 (M-F) 1 (M-F) 257.8 (M-F) 269.1 (M-F) 340.2 (M-F)	CONTINUOUS
PORT ANGELES CLASS C	118.3 (M-F) 1 (M-F) 257.8 (M-F) 269.1 (M-F) 340.2 (M-F)	CONTINUOUS

SPECIAL USE AIRSPACE ON SEATTLE SECTIONAL CHART

Unless otherwise noted effects on:
VFR are those "less than" or "within"
IFR are those "at or above" and ending "
A = Flight level
B = Hours of use for ground communications. Current Flight Service for information.
C = Other times by NOTAM.
D = Times may be by NOTAM. Controlling agency may be asked to transmit on appropriate frequency. Nature of the activity may be substituted for the name.
E = Remarks.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TYPE, IF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
P-53	SFC-B/U ASC ADS-2000	CONTINUOUS	SEA ACC	
R-5701	SFC-FL600 (FL180 OVER WATER)	0700-2200 (M-SAT) 0900-2200 (SUN)	SEATTLE CENTER	132.4 (M-SAT)
R-5704	2000 TO 14,000	0730-2200 (M-SAT) 0900-2200 (SUN)	WHIDBEY ISLAND NAS	118.3 (M-SAT)
R-5707	SFC-9000	0700-2200 (M-SAT) 0900-2200 (SUN)	WHIDBEY ISLAND NAS	118.3 (M-SAT)
R-5708 A, B, C, D	SFC-14,000	0700-2200 (M-SAT) 0900-2200 (SUN)	SEATTLE CENTER	
R-5801 A, B, C	SFC-9000	0700-2200 (M-SAT) 0900-2200 (SUN)	SEATTLE CENTER	
R-6701 A, B, C	SFC-B/U ASC ADS-25,000	CONTINUOUS	SEATTLE CENTER	132.4 (M-SAT) 124.85 (M-SAT)
W-237 A	SFC-B/U ASC ADS-18,000	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	132.4 (M-SAT) 124.85 (M-SAT)
W-237 B	SFC-B/U ASC ADS-18,000	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	132.4 (M-SAT) 124.85 (M-SAT)
W-237 C	SFC-B/U ASC ADS-18,000	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	132.4 (M-SAT) 124.85 (M-SAT)
W-237 D	1200 TO B/U ASC	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	
A-466	SFC-9000	1000-2130 (M-SAT) 1000-1730 (SUN)	SEA ACC	

Hours times do not extend into Class A, B, C, and D airspace, as Class E airspace defined above.

MOA NAME	ALTITUDE*	TIME OF USE‡	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BOARDMAN	4500	CONTINUOUS	SEATTLE CENTER	132.4 (M-SAT)
BOARDMAN NW	4500 TO B/U ASC ADS-18,000	CONTINUOUS (M-SAT) 0900-2200 (SUN)	SEATTLE CENTER	132.4 (M-SAT)
CHINOOK A, B	SFC-FL180	AIRBORNE/SFC-BY NOTAM	HANFORD RADIO 1000-1730 (M-SAT)	118.2 (M-SAT)
DE ALBA A	10,000	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	
DE ALBA B	10,000	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	132.4 (M-SAT)
DIAMOND A, B, C	10,000 TO B/U ASC	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	132.4 (M-SAT)
EDGEWICK	4500	BY NOTAM	SEATTLE CENTER	132.4 (M-SAT)
KENNEWICK A, B	10,000 TO B/U	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	
KENNEWICK C	10,000	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	132.4 (M-SAT)
KOOSKIA A	10,000 TO B/U ASC	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	132.4 (M-SAT)
KOOSKIA B	10,000	AIRBORNE/SFC-BY NOTAM	SEATTLE CENTER	

*Altitudes include floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in subdivision or on chart.
‡Other times by NOTAM.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines ..... and/or railroads ..... Check NOTAMs and see AIM for details.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, or U.S. Forest Service except in emergency or life threatening situations without authorization from the respective agency. Exceptions include: 1) when travel is over but not on designated Government airways, 2) when flying over a designated wilderness area at an altitude of 2,000 feet or more above the surface, and 3) when Government aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following:

Cascade Mountains, Glacier Peak Wilderness Area, Mount Rainier National Park, Olympic Mountains, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, or U.S. Forest Service.

Pilots are cautioned that when making visual approaches to airports, the surface may be obscured by haze, fog, or low clouds, and that the pilot is responsible for maintaining adequate terrain clearance. Pilots are also cautioned that the surface may be the highest terrain within 3,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Flights are prohibited below 14,500 feet MSL over the Olympic National Park, except on the established airway or route administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) forest of service property loss.

Boundary of Class B Airspace
Boundary of NOAA Regulated National Marine Sanctuary
Designated Areas (see http://sanctuaries.noaa.gov/flight).

SEATTLE

SEATTLE